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The China Mail.

ESTABLISHED 1845

"NOTES ON WILD
LIFE IN HONGKONG
AND SOUTH CHINA"
By the Rev. G. A.
HUNTER, M.A.
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No 15,901.

號二十月四年四十一百九千一英

HONGKONG WEDNESDAY, APRIL 22, 1914

庚申年三月廿二日

PRION, \$3.00 Per Month

THORNE'S

No. 4,
OLD VAT
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WHISKY.

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of Lords and House of Com-
mons.

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Hongkong, Oct. 2, 1912. 1180

WEALTHY HERMIT'S FATE.

Learned Landowner's Rat-infested Home.

In the midst of a quiet and in a de-
scribable personal condition, a wealthy
Wah landowner, named Ford Hughes,
was found lying in a small dwelling
house of the size and character occupied
by the average artisan at Cammerham.
He was removed to the infirmary, where
he died.

Hughes, who was related to several
notable families in the United Kingdom,
had for many years lived a life of un-
conventionality. The Chronicle says he
had lived all alone in the humble house
in the street for a quarter of a cen-
tury, rather than in one of the several
mansions and estates which he posses-
sed, and from which the income ran
into the figures.

On March 3 a dad who daily took food
to him from a hotel received no re-
sponse to his knock. Police were called,
and after repeated knocks a feeble voice was
heard to say: "I cannot open the door."
On breaking open the door they found the man in dire plight.
He was enveloped in a blanket, and was
in a state of horrible neglect. He was
taken to the infirmary.

Many times his neighbours had agitated
for his removal, but this rich, harm-
less recluse, whose manners were pre-
dicted, was left undisturbed. The windows
of the house were closed, and the
neighbours about the premises. Up to
fifteen or twenty years ago the police
often saw him taking a ramble in the
dead of night.


He was deeply learned, and it was
believed by those who knew him that
in his seclusion he was at work on some
invention or effort of scholarship. Often
he would telegraph to booksellers and
others, for great cases of costly books
and instruments, and it is stated that
even now there are valuable goods un-
claimed by him, though he had paid
heavily for them. Twenty years ago he
paid a visit to London, and while there
he sent for the Cammerham landowner
to show him. Hughes's condition was
partly due to his refusal to allow the
waterman to test his water supply. In
order to prevent the official's visit he
had the main severed, and thereafter
had to rely on a little water taken to
him by a lad.

"He was a poet by profession, but
his livelihood depended upon his ability
as a barrister. When she first saw him
he was entering a street. Suddenly, and
in the centre of the road, he halted, with
his toes turned in, his fingers curving
his chin, and an expression of rapt and
abstracted melancholy on his visage,
while he sought for the missing, the
transfiguring word. There was a connect
in his eye and it impeded his vision.
Meanwhile, the wheeled traffic of the
street addressed language to him which
was as vigorous as almost to be poetical.
She had pulled him from beneath a
horse's head which a frantic driver was
endeavouring to pull the mouth from.
The words of the driver as he sailed
away were: "Go home and die, you
maniac, gibbering, wobbling omni-
bus," and she had thought that this
description was apt and eloquent."
From "Here are Ladies" by James
Stephens.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children
are subject to disorders of the bowels,
and should receive the most careful at-
tention. As seen in any unusual looseness
of the bowels, fermenting Chamberlain's
Cough, Cholera, and Diarrhoea Remedy
should be given. For sale by all Chemists
and Storekeepers.

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Milkmaid BRAND
STERILIZED NATURAL MILK
is simply PURE FRESH MILK
IT POURS
out of the tin like the best quality
FRESH MILK
It is
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neither does it contain any preservatives.
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GUARANTEED ABSOLUTELY PURE.
Obtainable at all Stores.

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HONGKONG-CANTON LINE.			
HONGKONG TO CANTON.		CANTON TO HONGKONG.	
WEDNESDAY, 22nd APRIL.			
8 A.M.	'HEUNGSHAN.'	8 A.M.	'HONAM.'
10 P.M.	'FATSHAN.'	5 P.M.	'KINSHAN.'
THURSDAY, 23rd APRIL.			
8 A.M.	'HONAM.'	8 A.M.	'HEUNGSHAN.'
10 P.M.	'KINSHAN.'	5 P.M.	'FATSHAN.'

REDUCTION IN SALOON FARES

Commencing from April 1st the Saloon passenger rates by the Companies' Steamers
will be reduced to—
Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the
Companies' vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.	
'S.S. 'SUI TAI'	'S.S. 'TAISHAN'
HONGKONG TO MACAO.	
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.	
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 2 P.M.	

EXCURSION TO MACAO.

SUNDAY, 26th APRIL.
The Company's Steamship "TAISHAN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 4 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street
Wharf.

FARES AS USUAL	
CANTON-MACAO LINE.	
'S.S. 'SUI TAI.'	
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.	
Departures from Canton to Macao on Tuesday, Thursday, and Saturday, at 4.30 P.M.	

CANTON-WUCHOW LINE.

'S.S. 'SAINAM,' 568 Tons, and 'S.S. 'NANNING,' 568 Tons.
One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday
and Friday, at about 6 P.M., and the other leaves Wuchow for Canton every Monday,
Wednesday and Friday at about 8.30 A.M. Round trips take about 5 days.
Passengers can return to Hongkong or vice versa by the Company's direct steamers
'LINTAN' and 'SARU.' These vessels have superior Cabin accommodation and are
lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite Blake Pier.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of
the above Club will be held on
SATURDAY, the 26th APRIL, 1914, at
12.30 P.M., at the Office of the Hongkong
Jockey Club, on the Ground Floor of the
HONGKONG CLUB BUILDING, Chater Road.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, April 11, 1914. 407

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Self-Contained Suites of Apartments with Private
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PERFECT SANITATION.
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The first (1913) edition already issued,
BIOGRAPHIES of over 6,000 people
who are well-known in society and of
several hundred foreigners associated with
Japan appear in the book. Quite new
materials and accurate sketches, both being
strictly free from prejudice.
Many portraits are inserted. The book
contains over 1,400 pages.
The price is yen 6 (12/-) or \$3 per copy.
Orders for the book should be accompanied
by payment.
Subscribers for the second annual edition
of 'Who's Who in Japan' will be allowed
a reduction of one yen.
The registered postage is 16 yen to Korea
and China 40 yen and to Europe & America
70 yen or 25 cents.

It is a Good Advertising Medium.
Many influential papers of the world
noticed this work in the highest terms.
For example, 'The Daily Mail' says—
Yet another 'Who's Who' and this
time from Japan! The real test is apt at
first to regard it as a curiosity, as a sign
that the East has now become Western
practically almost to the last detail. But
'Who's Who in Japan' is far more than
a curiosity—it is a very sound and useful
reference book. It is printed in English
and contains brief biographies, on the
accepted model of prominent men in Japan.
Mr Kurita is a skilful editor and has done
his work well.
Who's Who in Japan Publishing Office,
No. 5, Ichome, Uchisaiyachicho,
Kojimachi-ku, Tokyo.

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. Every 15 minutes.	
8.00 a.m. to 10.00 a.m. Every 10 minutes.	
10.00 a.m. to 11.00 a.m. Every 15 minutes.	
11.30 a.m. to 12.45 p.m. Every 15 minutes.	
12.45 p.m. to 1.15 p.m. Every 10 minutes.	
1.15 p.m. to 1.45 p.m. Every 15 minutes.	
1.45 p.m. to 2.15 p.m. Every 10 minutes.	
2.15 p.m. to 5.00 p.m. Every 15 minutes.	
5.00 p.m. to 8.10 p.m. Every 10 minutes.	
WEEK DAYS.	
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour	
11.00 p.m. to 11.45 p.m. every quarter of an hour.	
SUNDAYS.	
8.00 a.m. to 10.30 a.m. Every 15 minutes.	
10.30 a.m. to 11.00 a.m. Every 10 minutes.	
11.00 a.m. to 12.00 p.m. Every 15 minutes.	
12.00 p.m. to 1.00 p.m. Every 10 minutes.	
1.00 p.m. to 5.00 p.m. Every 15 minutes.	
5.00 p.m. to 6.00 p.m. Every 10 minutes.	
6.00 p.m. to 8.10 p.m. Every 15 minutes.	
NIGHT CARS as on Week Days.	
SATURDAY.	
Extra Cars at 12 midnight.	
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.	
JOHN D. HUMPHREYS & SON General Managers.	

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Hongkong, April 1, 1912.

WONG PING WA, Manager.



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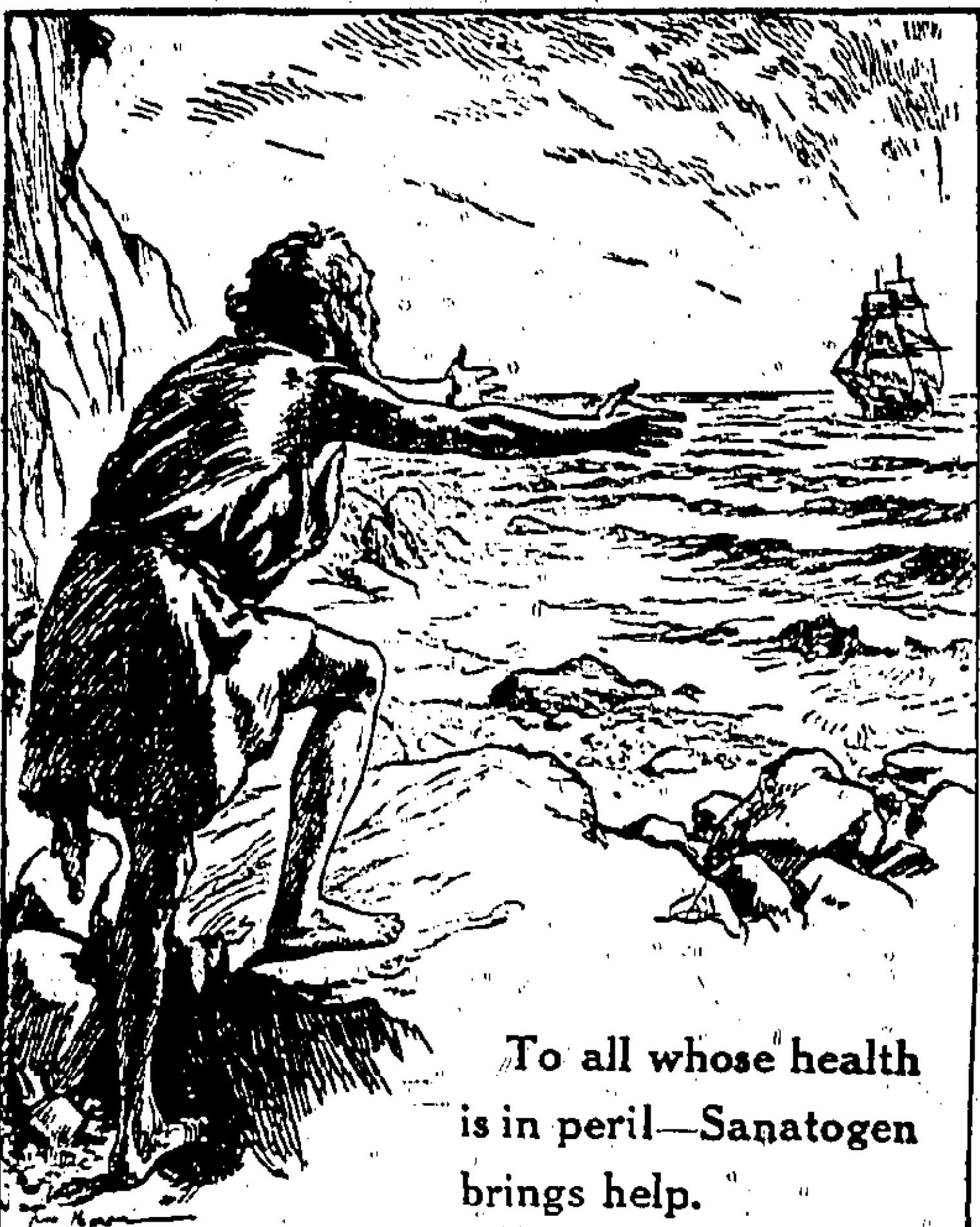
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Falcon Pilsener
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Per 1 dozen pints 2.00



To all whose health
is in peril—Sanatogen
brings help.

The Bishop of Southampton writes: "It gives me great pleasure to bear my testimony to the value of Sanatogen as an invigorating tonic and restorative. It is undoubtedly beneficial."

S. Thompson

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Justice Robertson

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H. Hesketh Bell

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Eden Phillips

Sanatogen
THE FOOD-TONIC

Fortify your system by a short course of Sanatogen, and you may fearlessly laugh at the risk of getting run down during this overtaxing season, or suffering from diarrhoea, dysentery, and other complaints of the stomach and bowels. Moreover, your susceptibility to fevers, joint, sciatica, rheumatism, etc., will be greatly reduced, so potent is the action of Sanatogen in raising the disease-resisting forces of your blood.

Or, if you are suffering from nervous debility, Sanatogen will quickly renew your nerve cells and remove such symptoms as headache, loss of sleep, indigestion, and easily-induced fatigue.

Start using Sanatogen to-day. It is sold at all Chemists in bottles of two sizes. On receipt of a post-card, mentioning this paper, A. Wulff and Co., 10, Kiang Road, Shanghai, will send you an interesting book which fully describes the nature and uses of Sanatogen.

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Coal from the Administration's Lanchow Mines can be obtained on application to the
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OAKLEY'S WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY - 3" 6" 1 1/2" 2 1/2" 4"

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PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES

JOHN OAKLEY & SONS LIMITED
BLACK LEAD MILLS, LONDON

JOHN OAKLEY & SONS, LIMITED, Wellington Works, London.

HOME RACING.

(Continued from page 4.)

interference from fences. I have never seen a National won in this way. I have seen horses dash off at the start, but they have run so fast as to pump all their energies dry, and the weight-carriers have gradually pegged them back. Then a hard gallop has not been regarded as the best way of getting safely over the fences; but Sunloch and his jockey never bothered about a trifling consideration of that kind. The pair were on the best of terms with themselves, and they just maintained their merry escapade to the end. One could almost imagine horse and jockey chuckling to themselves first at the surprise, and then at the discomfiture of the squadron following in their wake, and murmuring to them: "Catch us if you can."

You expect a lightly-weighted horse to figure in the front rank. His jockey has to make his advantage in weight tell on the others; but this Sunloch exploit was daring beyond words. His place in the betting shows that the horse was expected to win; but there could have been few that saw him go out into the country for the second time with a long lead which he expected the horses to last. As they pointed for Beecher's Brook it seemed as if the riders following were closing up the gaps but were deluded by the impression given when horses are going away from you in a straight line. Only their rising at the jumps could indicate approximately what the positions were. Even at that point there were fears that the leader would come to grief at the big fences; but he was seen to land safely over Beecher's well ahead of the nearest horses. So that was a nasty fence tackled successfully for the last time. From that point they swung left-handed, and this was the time to disclose the actual position. The astonishment grew, for there he was with his long lead increased rather than decreased. Two ugly fences were now at hand—the open ditch, which is called the Canal turn, and Valentine's Brook. Immediately afterwards, however, they had been passed it was seen that the jockeys on the others were at last becoming aware that Sunloch was not likely to be caught. Mr. Whitaker, in particular, on Rory O'More, pulled on his gallant horse to pull out his best effort, and at last Alec Carter began to improve his position on Loutier III.

THE FIELD GOVE.

At this time many had been put out of the reckoning. Histon, Ballyhackle, Jacobus, and Bloodstone had failed at one fence or another before the first round had been half completed, and at the Canal turn for the second and last time only had the number of starters were in the picture. One of them was Covertown, jumping safely every time, but being unable to do more than plod on under his heavy burden. He had ceased to be a possible danger to Sunloch after Percy Woodford had turned his head home. Meanwhile what of the horse that still led the field at a remarkable gallop, which showed no signs of abating in vigour? He landed all right over Valentine's—an ugly obstacle for the best jumper in the world. It is true he screwed at it, and swerved to the right; but the great thing is that he was all right on the other side, and still dashing away with a facility which was indeed astonishing. The rest was fairly plain sailing for him, so long as he did not fall. It was impossible for the others to catch him up, burning refusal or the horse's stamina utterly collapsing. Nothing of the kind occurred; but his backers must have been given a fright by the narrow escape he had from falling, as he packed badly on landing over the last fence. The roar of cheering that went up when he was seen to be safely over the last fence was repeated again and again as he passed the winning-post. And after making every yard of the running at a pace which, I am told, creates a new time record for the race, he passed the judge the freshest Grand National winner I have ever seen. Cheers burst forth again. Following time-honoured custom, his owner proudly led him in through the spectators' enclosure to the paddock. The cheering was in full and hearty recognition of a most sporting triumph on the part of a man who is a "small" owner in every sense of the word, the horse that was supposed to be only a good-humoured hunter for hunters' steeplechases, and for the jockeys, who had played his important part in a contest that will long be memorable in the eventful history of the world's premier steeplechase.

I should like to emphasise the fact of the winner finishing so comparatively fresh. You would never have imagined him to have just emerged from a Grand National. It is all the more singular, because, though strong and big boned, he is very light fleshed. The weakest part about him is the way his middle piece runs up greyhound fashion, and somewhat similar to this part of Covertown's conformation. He is a bay horse, with three white fetlocks, and is eight years old. His sire, Sunloch, I fancy, used to belong to the late Mr. Ben Kitchin, and I seem to have some recollection of him figuring as a king's premium stallion at Islington. Sunloch's dam is interesting, because the mare Crutchee was a good steeplechaser, when she belonged to Mr. Hedworth Barclay. The result is a big personal triumph for Mr. Tyler, since he only races on a small scale. Congratulations came from all quarters, chiefly from those who were absolutely unknown to him, but were nevertheless desirous of giving him a congratulatory salute. Smith, who rode Sunloch, has been very little heard of this National Hunt season, and it says a great deal for him that he kept his mount balanced and on his legs, after the many times the horse went to the right in jumping. He must have had immense confidence in his horse to let him stride along as he did, but it was Sunloch's natural gift, and if Smith had tried to check him there might have been no victory to write of now. This, indeed, is a notable result to the Grand National, since it has given the honours to a comparatively poor man, and how often in history does this occur? One has also to go back to 1839 for a previous occasion when a horse won the race under the minimum burden of 10-7.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Price, 61/6 and 62/6.

he is very light fleshed. The weakest part about him is the way his middle piece runs up greyhound fashion, and somewhat similar to this part of Covertown's conformation. He is a bay horse, with three white fetlocks, and is eight years old. His sire, Sunloch, I fancy, used to belong to the late Mr. Ben Kitchin, and I seem to have some recollection of him figuring as a king's premium stallion at Islington. Sunloch's dam is interesting, because the mare Crutchee was a good steeplechaser, when she belonged to Mr. Hedworth Barclay. The result is a big personal triumph for Mr. Tyler, since he only races on a small scale. Congratulations came from all quarters, chiefly from those who were absolutely unknown to him, but were nevertheless desirous of giving him a congratulatory salute. Smith, who rode Sunloch, has been very little heard of this National Hunt season, and it says a great deal for him that he kept his mount balanced and on his legs, after the many times the horse went to the right in jumping. He must have had immense confidence in his horse to let him stride along as he did, but it was Sunloch's natural gift, and if Smith had tried to check him there might have been no victory to write of now. This, indeed, is a notable result to the Grand National, since it has given the honours to a comparatively poor man, and how often in history does this occur? One has also to go back to 1839 for a previous occasion when a horse won the race under the minimum burden of 10-7.

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—Authorized Capital £5,000,000

Subscribed Capital £4,000,000

Paid-up Capital £2,437,500

—Free Funds £3,562,500

—Life & Annuity Funds £1,138,180

Sinking Fund Account £8,519

£22,561,268

Revenue Fire Branch £2,567,158

Life and Annuity 1,973,283

Branches 1,973,283

Revenue Marine Department 282,692

Other Receipts 430,136

£3,253,312

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside to meet

the claims under the respective Depart-

ments of the Company's Business.

SHEWAN, TOMES & CO.

Agents.

HOME FOOTBALL.

League Championships.

FIRST DIVISION.

Results.

Blackburn Rovers 2 W. Brom. Albion 0

Bristol City 3 Sheffield Wed. 1

Liverpool 3 Preston North End 1

Manchester City 0 Bolton Wanderers 1

Sunderland 5 Everton 2

Derby County 0 Chelsea 1

Sheffield United 2 Oldham Athletic 1

Aston Villa 3 Barnsley 0

Tottenham Hotspur 0 Newcastle United 0

SECOND DIVISION.

Results.

Fulham 1 Leicester Fosse 2

Wolverhampton 4 Notts County 1

Barnsley 1 Stockport County 0

Udell City 1 Bradford 3

Lincoln City 1 Leeds City 0

Notts Forest 3 Birmingham 1

Blackpool 0 Bristol City 1

Bury 1 Glossop 0

Huddersfield 1 Clapton Orient 0

Southern League.

Results.

Bristol Rovers 1 Northampton 1

Cardiff City 0 Brighton 0

Exeter City 1 Portsmouth 0

Murphy Town 2 Gillingham 0

Plymouth Argyle 1 Weymouth 0

Queen's Park R. 1 Millwall 1

Reading 2 Crystal Palace 1

Southampton 3 Coventry City 0

Swindon Town 5 Southend United 0

West Ham United 1 Norwich City 1

ENTERTAINMENT.

THEATRE ROYAL.

HONGKONG.

FOR FOUR NIGHTS ONLY

COMMENCING WEDNESDAY, APRIL 22.

Maurice E. Bandmann presents the newly organized

BANDMANN OPERA CO.

THE SMARTEST SUCCESS OF THE SEASON.

"Oh! Oh! Delphine."

FROM THE SHAPTELOW THEATRE, LONDON.

THE WITTIEST MUSICAL COMEDY EVER PRODUCED.

"The Laughing Husband"

(DER LACHENDE EHEMANN) From the New Theatre London.

THE ARTISTIC SUCCESS OF THE SEASON.

"The Marriage Market"

FROM DAILY THEATRE LONDON.

THE ENORMOUSLY SUCCESSFUL REVUE.

"Step This Way"

FROM THE LONDON PAVILION.

Doors Open at 8.30 p.m.

Commence at 9 p.m. Sharp.

Plans open WEDNESDAY 22nd April at Moutries.

Hongkong, April 21, 1914.

CHEN KWONG & CO., LD

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL

STORE.

FURNITURE, Draperies, Groceries

Shoe and Shoes, Makers of Jewellery, Lacquerware, Crockery Ware.

Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET.

TEL. NO. 1405 CANTON and

Nos. 257, 259, Des Vaux Road

and No. 180, Connaught Road Central.

TEL. NO. 811. HONGKONG.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911.

—Authorized Capital £5,000,000

Subscribed Capital £4,000,000

Paid-up Capital £2,437,500

—Free Funds £3,562,500

—Life & Annuity Funds £1,138,180

Sinking Fund Account £8,519

£22,561,268

Revenue Fire Branch £2,567,158

Life and Annuity 1,973,283

Branches 1,973,283

Revenue Marine Department 282,692

Other Receipts 430,136

£3,253,312

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside to meet

the claims under the respective Depart-

ments of the Company's Business.

SHEWAN, TOMES & CO.

Agents.

PARIS TOILET

No. 13, QUEEN'S ROAD CENTRAL

(UNDER THE ASTOR HOUSE).

THE Leading LADIES' & GENTLE-

MEN'S HAIRDRESSING

SALONS IN THE EAST.

Manufacturers of SEVES DES ALPES,

pronounced by the who use it the best

hairwash to prevent the falling out of hair.

J. O. SOPIESS, Proprietor.

Hongkong, Oct. 24, 1913.

1801

THE CHINA MAIL

Typhoon Map &

SHIPPING

PANINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch vessels to the Undermentioned Ports on or about the
DATES named:—

DESTINATION	STEAMER	TO SAIL	REMARKS
SHANGHAI, MANILA, KOBE & YOKOHAMA	NOVARA Capt. H. R. HENDERSON	About 2nd May	Freight and Passage.
SHANGHAI	ESSAYE Capt. G. J. COLWELL	5 a.m. 2nd May	Freight and Passage.
LONDON, via Cape Town or OCEAN	DELTA Capt. W. R. E. MANN	25th Apr.	See Special Advertisement.
LONDON & ANTWERP, via Suez, Peking, Cebu, Port Said & MANILA	NUBIA Capt. F. J. Fox	About 29th Apr.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. N. Co.'s Office. E. A. HEWITT, Superintendant.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B.
SUBJECT TO ALTERATION.

TO VANCOUVER	FROM LIVERPOOL
From Hongkong	From St. John N.B.
EMPEROR OF JAPAN, 1st May 20	May 28
EMPEROR OF RUSSIA, 1st May 20	
EMPEROR OF INDIA, 1st May 20	

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF INDIA are new quadruple screw 21 knot turbine steamers of 1880 tons gross—20,225 tons displacement—the finest, fastest and most luxurious on the Pacific.

Each steamer of the Company's Pacific Fleet has a complete wireless telegraph system.

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SHIPPING

PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO
via Shanghai or Manila, Nagasaki, Island Sea, Kobe,
Yokohama and Honolulu.

THE SUNSHINE BELT

Operating the following steamers

MONGOLIA, MANCHURIA, KOREA, SIBERIA
and
NILE, CHINA and PERSIA.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless Telegraphy, Submarine
Signal Service and Mails Kept.

Cabin under personal supervision of Mr. V. Moran, one of the World's most famous caterers.
Guarantee of Round Trip Tickets, Available for Passage via C.P.R. from Vancouver if desired.

Cabin Passengers have the privilege of traveling by Rail between Ports of Japan.

For San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

HONGKONG-MANILA SERVICE.

FROM HONGKONG. Arrive Manila. Leave Manila. Due Hongkong.

Apr. 23. PERSIA 9,000 Tons Sailing TUESDAY, 28th April, at Noon.

May 2. CHINA 12,000 Tons Sailing SATURDAY, 2nd May, at 1 p.m.

May 9. CHINA 12,000 Tons Sailing WEDNESDAY, 9th May, at 1 p.m.

May 16. CHINA 12,000 Tons Sailing TUESDAY, 16th May, at 1 p.m.

May 23. CHINA 12,000 Tons Sailing TUESDAY, 23rd May, at 1 p.m.

May 30. CHINA 12,000 Tons Sailing TUESDAY, 30th May, at 1 p.m.

June 6. CHINA 12,000 Tons Sailing TUESDAY, 6th June, at 1 p.m.

June 13. CHINA 12,000 Tons Sailing TUESDAY, 13th June, at 1 p.m.

June 20. CHINA 12,000 Tons Sailing TUESDAY, 20th June, at 1 p.m.

June 27. CHINA 12,000 Tons Sailing TUESDAY, 27th June, at 1 p.m.

July 4. CHINA 12,000 Tons Sailing TUESDAY, 4th July, at 1 p.m.

July 11. CHINA 12,000 Tons Sailing TUESDAY, 11th July, at 1 p.m.

July 18. CHINA 12,000 Tons Sailing TUESDAY, 18th July, at 1 p.m.

July 25. CHINA 12,000 Tons Sailing TUESDAY, 25th July, at 1 p.m.

August 1. CHINA 12,000 Tons Sailing TUESDAY, 1st August, at 1 p.m.

August 8. CHINA 12,000 Tons Sailing TUESDAY, 8th August, at 1 p.m.

August 15. CHINA 12,000 Tons Sailing TUESDAY, 15th August, at 1 p.m.

August 22. CHINA 12,000 Tons Sailing TUESDAY, 22nd August, at 1 p.m.

August 29. CHINA 12,000 Tons Sailing TUESDAY, 29th August, at 1 p.m.

September 5. CHINA 12,000 Tons Sailing TUESDAY, 5th September, at 1 p.m.

September 12. CHINA 12,000 Tons Sailing TUESDAY, 12th September, at 1 p.m.

September 19. CHINA 12,000 Tons Sailing TUESDAY, 19th September, at 1 p.m.

September 26. CHINA 12,000 Tons Sailing TUESDAY, 26th September, at 1 p.m.

October 3. CHINA 12,000 Tons Sailing TUESDAY, 3rd October, at 1 p.m.

October 10. CHINA 12,000 Tons Sailing TUESDAY, 10th October, at 1 p.m.

October 17. CHINA 12,000 Tons Sailing TUESDAY, 17th October, at 1 p.m.

October 24. CHINA 12,000 Tons Sailing TUESDAY, 24th October, at 1 p.m.

October 31. CHINA 12,000 Tons Sailing TUESDAY, 31st October, at 1 p.m.

November 7. CHINA 12,000 Tons Sailing TUESDAY, 7th November, at 1 p.m.

November 14. CHINA 12,000 Tons Sailing TUESDAY, 14th November, at 1 p.m.

November 21. CHINA 12,000 Tons Sailing TUESDAY, 21st November, at 1 p.m.

November 28. CHINA 12,000 Tons Sailing TUESDAY, 28th November, at 1 p.m.

December 5. CHINA 12,000 Tons Sailing TUESDAY, 5th December, at 1 p.m.

December 12. CHINA 12,000 Tons Sailing TUESDAY, 12th December, at 1 p.m.

December 19. CHINA 12,000 Tons Sailing TUESDAY, 19th December, at 1 p.m.

December 26. CHINA 12,000 Tons Sailing TUESDAY, 26th December, at 1 p.m.

January 2. CHINA 12,000 Tons Sailing TUESDAY, 2nd January, at 1 p.m.

January 9. CHINA 12,000 Tons Sailing TUESDAY, 9th January, at 1 p.m.

January 16. CHINA 12,000 Tons Sailing TUESDAY, 16th January, at 1 p.m.

January 23. CHINA 12,000 Tons Sailing TUESDAY, 23rd January, at 1 p.m.

January 30. CHINA 12,000 Tons Sailing TUESDAY, 30th January, at 1 p.m.

February 6. CHINA 12,000 Tons Sailing TUESDAY, 6th February, at 1 p.m.

February 13. CHINA 12,000 Tons Sailing TUESDAY, 13th February, at 1 p.m.

February 20. CHINA 12,000 Tons Sailing TUESDAY, 20th February, at 1 p.m.

February 27. CHINA 12,000 Tons Sailing TUESDAY, 27th February, at 1 p.m.

March 5. CHINA 12,000 Tons Sailing TUESDAY, 5th March, at 1 p.m.

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September 24. CHINA 12,000 Tons Sailing TUESDAY, 24th September, at 1 p.m.

September 30. CHINA 12,000 Tons Sailing TUESDAY, 30th September, at 1 p.m.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement. Tons & Speed. Leave Hongkong.

HONGKONG MARU 11,000-18 knots. Saturday 25th Apr. 10.30 a.m.

SHINYO MARU 22,000-21 knots. from Kobe 11th May.

CHIYO MARU 22,000-21 knots. Tuesday, 19th May.

TENYO MARU 22,000-21 knots. Tuesday, 16th June.

NIPPON MARU 11,000-18 knots. Tuesday 23rd June.

Passengers by this steamer may travel per s.s. "HONGKONG MARU".

* via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London 471-10. Return (6 months) £120.

First Class to New York 480. " " " £96-10.

Bar Francisco 445. " " " £88.

Passengers purchasing Trans-Pacific Return tickets have the option of returning

from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VAN-

COUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,

MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail

Lines and the Trans-Siberian Railway.

Passengers may travel by railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz,
Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer. Displacement. Tons & Speed. Sailing.

ANYO MARU 18,500-16 knots. from Nagasaki 2nd July.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

PORTWRIGHTLY SERVICE TO AND FROM JAPAN
via SHANGHAI.

PORTWRIGHTLY SERVICE TO AND FROM EUROPE,
via SUEZ CANAL.

For STEAMERS TO SAIL.

SHANGHAI, KOBE AND YOKOHAMA

MAGELLAN, POLYNESIAN, V. CLOTAT.

PAUL LECAT, CORDELLERE, MAGELLAN.

MARSEILLES, via PORT.

ALL STEAMERS FITTED WITH WIRELESS.

